

MONTANA AND THE SKY

Vol. 29, No. 11

MONTANA AERONAUTICS DIVISION

November, 1978



HELENA DEDICATES NEW TERMINAL

Over 500 people were in attendance Sunday, October 29, as the Helena Airport Board dedicated their new two million dollar terminal building.

The dedication ceremonies began at 2:00 p.m. with Board Chairman, Fred Flanders, serving as Master of Ceremonies. Speakers at the dedication included Grant Murray, Regional Vice President of Western Airlines; John Horn, Assistant Vice President of Properties, Northwest Airlines; and Dean Sparkman, President of Big Sky Airlines.

The high point of the afternoon was the unveiling of a large mural painted by Mr. Bob Morgan of Helena. The mural depicts the first successful flight across the continental divide by Cromwell Dixon in 1911. It shows Dixon landing at Blossburg on the west side of the divide.

The new terminal is just part of a recent \$4.3 million airport improvement project. This project includes new taxiways, ramps, parking areas, and airport lighting. These beautiful new facilities should serve the flying public for many years to come.



Over 500 people gathered for the dedication of the new Helena terminal building.



Fred Flanders, Chairman of the Helena Airport Board, addressing the gathering at the Helena terminal dedication ceremonies.

PRIVATE AIRCRAFT OWNERS CAN ACCEPT PAYMENTS

The Federal Aviation Administration is changing its regulations to permit private aircraft owners and other non-commercial operators to accept payment for transporting candidates for elected federal offices.

FAA's action is prompted by the Federal Election Commission requirement that all candidates for federal offices pay for their air transportation.

This created a conflict with FAA rules for private citizens who wanted to carry candidates on their own aircraft. FAA rules generally prohibited

the receipt of FEC-required payments by any operator who does not have an air taxi or similar commercial certificate.

The action will allow the private aircraft owner to carry a candidate and accept the FEC-required compensation without first becoming a commercial operator.

The change is included as part of a total overhaul of Part 135 of the Federal Aviation Regulations which govern the operation of air taxis and commuter airlines. However, since the revised Part 135 does not become effective until December 1, the FAA has issued a special aviation regulation that put the change into effect before the November congressional election campaign.

ADMINISTRATOR'S COLUMN

It is with a great deal of pleasure that we received notice from the Federal Aviation Administration that the proposed part-timing of the Cut Bank Flight Service Station has been withdrawn, thus allowing the Cut Bank FSS to remain open 24 hours a day.

* * * * *

I attended the Helena Airport terminal building dedication banquet on October 28 and the actual terminal ceremonies in the new facility the following day. Helena Airport Board member, Don Cosart, was the Master of Ceremonies at the evening banquet and provided a great deal of humor and gaiety during the gathering. Congressman Max Baucus and Merv Martin, Rocky Mountain Director of the FAA, spoke at the banquet, with Lt. Governor Ted Schwinden as the main speaker.

The main event at the terminal dedication the following day was the unveiling of the mural painted by Bob Morgan, a recognized Helena artist. This outstanding mural will mark the historical event for years to come.

I would like to congratulate the Helena Airport Board and Airport Manager, Bud Kelleher, for providing Helena citizens and air travelers with a beautiful new terminal facility which was desperately needed and one we can all be proud of.

* * * * *

The Aeronautics Board meeting was held November 2 and 3, at the Aeronautics Division office. The Board reviewed the Wyoming Airlines application for a Certificate of Public Convenience and Necessity to serve Billings from their existing Wyoming markets.

Wyoming Airlines officials were present during the meeting and presented updated documentation in support of their application. After considerable deliberation, the Board elected to issue Wyoming Airlines a certificate which would allow them to fly into Montana from Sheridan, Wyoming, as requested.

* * * * *

Big Sky Airlines President, Dean Sparkman, appeared before the Aeronautics Board and submitted a formal request for removal of present route restrictions, thus allowing Big Sky Airlines alternative route flexibility between those cities they are presently certificated to serve. After deliberation, the board acted favorably on the request. However, they emphasized that the existing requirement, of providing each city round-trip service two times daily per work week, must remain in effect.



Northwest Airlines using their new jetway at the Helena terminal.



DEPARTMENT OF COMMUNITY AFFAIRS

Thomas L. Judge, Governor
Harold A. Fryslie, Director
Martin T. Mangan, Deputy Director

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Phone 449-2506

Box 5178

Helena, Montana 59601

Michael D. Ferguson
Administrator

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THURBER'S  HELENA

PRESIDENT PROCLAIMS 1978 NATIONAL AVIATION YEAR

President Jimmy Carter recently issued the following proclamation in commemoration of the 75th anniversary of powered flight.

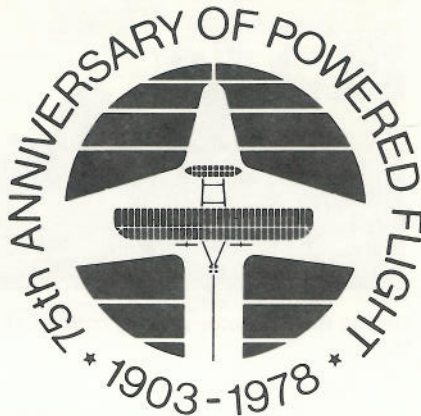
This year, 1978, is the diamond jubilee anniversary of aviation. Seventy-five years ago on December 17, at Kitty Hawk, North Carolina, the Wright Brothers launched man into the age of powered flight. The magnitude of the heritage of Orville and Wilbur Wright is heroic. The significance of their achievement to men and women everywhere is profound.

In the seventy-five years since that historic flight, the science of aeronautics and the prowess of American industry have combined to make aviation a giant among the Nation's transportation and communications systems. Air transportation has become the prime public carrier between American cities and to international points. And the movement of cargo, especially perishable goods, life saving pharmaceuticals and other high-priority items important to the public welfare and commerce, has become largely dependent upon the speed, efficiency and safety of air transport.

Aviation today is one of America's greatest enterprises and among its largest employers; a major contributor in the social and cultural enhancement of the American public and, in the international arena, an instrument of signal importance in the deterrence of aggression and as a mighty defender of peace.

THEREFORE, in this 75th anniversary year of powered flight, I, JIMMY CARTER, President of the United States of America, do hereby designate the year 1978, diamond jubilee anniversary of powered flight, as National Aviation Year. And further,

To commemorate the historic achievements of the Wright Brothers, the Congress, by joint resolution of December 17, 1963 (77 Stat. 402, 36 U.S.C. 169), designated the seventeenth day of December of each year as Wright Brothers Day and requested the President to issue annually a proclamation inviting the people of the United States to observe that day with appropriate



ceremonies and activities.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do hereby call upon the people of this Nation, and their local and national government officials, to observe Wright Brothers Day, December 17, 1978, with appropriate ceremonies and activities, both to recall the accomplishments of the Wright Brothers and to provide a stimulus to aviation in this country and throughout the world.



AVIATION MECHANICS REFRESHER SEMINAR

The Montana Aeronautics Division is conducting an Aviation Mechanics Refresher Seminar in Helena on December 12, 13 and 14, 1978. The seminar will furnish information and procedures presented by representatives from leading aircraft manufacturers and component manufacturers. Those mechanics from out of town will be housed at the Colonial Motor Hotel in Helena. The classroom activity will be conducted in the Helena Vo-Tech building located on the airport.

The Aeronautics Division will furnish only the housing and the classroom facilities plus the instructors for this seminar. Travel and meals will be at the expense of the individual.

We would ask that those persons

wishing to attend the seminar be in Helena the evening of December 11 so that registration can be conducted. Classes will begin at 0800 on December 12.

If you wish to attend this seminar it is imperative that you have your application back to our office no later than Friday, December 1. The beginning of this month we mailed applications out to FAA certified mechanics. If you have not received an application and are interested in attending this seminar please contact our office immediately.

We sincerely request the cooperation of the operators of Montana in releasing the mechanics in their employ so they can take advantage of this opportunity.

IT'S NOT TOO LATE

Work is progressing on the 1979 edition of the Montana Airport Directory. So far we have received several additions and corrections to the directory and they are much appreciated. If you have any additions or corrections please drop us a line or give us a call — it's not too late.

PILOTS PLEASE NOTE NEW FAR AMENDMENTS

The middle of October the Federal Aviation Administration published several amendments to the Federal Aviation Register which will go in effect December 4.

Some of those revisions are: no aircraft may be operated for flight instruction unless it has fully functioning dual controls; all aircraft must have safety belts equipped with metal-to-metal latching devices within three years; VFR fuel reserve requirements of 30 minutes during the day and 45 minutes at night that apply to large and turbojet aircraft will now apply to all aircraft, using the normal speed as the criteria; IFR fuel reserve rule has been simplified by making the 45 minutes reserve unnecessary if weather at the destination is forecast to be 2,000 feet and three miles at least one hour before and one hour after estimated time of arrival; and, VOR operation checks must now be done every 30 days rather than "within the preceding 10 hours of flight time."

1978 FLYING FARMERS CONVENTION

Havre, Montana was the site of the 1978 Flying Farmer's Convention. Among the many activities that took place, the IFF group was able to tour the Big Bud tractor facilities and later saw "Bid Bud" lose by a nose to a national guard tank in the tractor pulling contest.

During the business meeting, election of the 1979 officers took place, with reports from outgoing officers, directors and IFF members. The new officers elected were:

President — Dave Stephens, Dutton

Vice President — Walt Dion, Havre
Sec'y-Treasurer — Leona Strouf, Moccasin

Queen — Betty Long, Wolf Point
The following awards were also presented:

Farmerette — Vicki Unruh, Chinook

Flying Farmer Man of the Year — John Hebbelman, Sr.

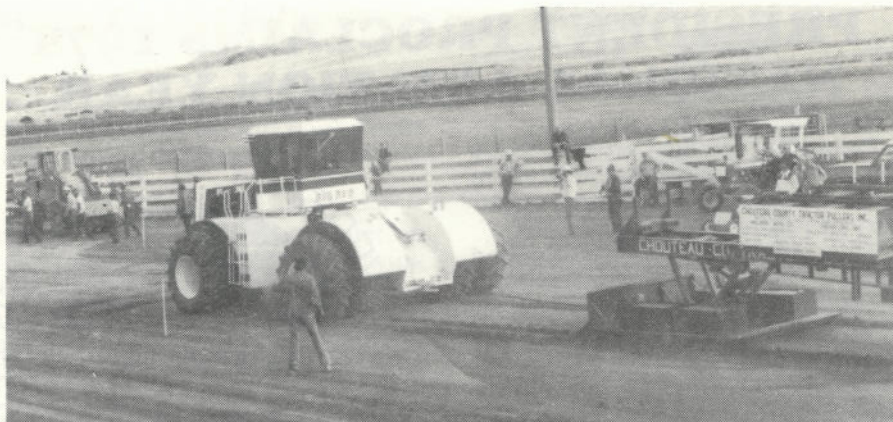
Flying Farmer Woman of the Year — Rosella Johnson, Worden.



Flying Farmers 1979 Queen Betty Long (right), and Farmerette Vicki Unruh.

PLEASE NOTE

Last month in Ted Mathis' report it stated that during the 1978 season Yellowstone Airport enplaned 10,769 passengers and deplaned 22,957 for a total of 33,726. These figures should have read — enplaned 10,769, deplaned 11,957 for a total of 22,726 passengers.



Go Big Bud! Tractor pulling contest at the October Flying Farmers Convention held in Havre.



The Winner! This National Guard tank won the tractor pulling contest. The beast had to be told when to stop!



Newly elected officers and directors in attendance at the October Flying Farmers Convention. Left to right, Dave Stephens, Walter Dion, Leona Strouf, Louise Butcher, Harold Dyck and Dick Strouf.



Montana's newest commuter airline, Big Sky Airlines, has recently been certificated by the Montana Aeronautics Board and is now in service between Billings, Helena and Kalispell. They provide three daily round trip flights between Billings and Helena and two daily round trip flights between Helena and Kalispell. Additional service will be inaugurated between Billings, Butte and Missoula on December 1, 1978, giving Big Sky a total of twenty-four flights daily.

Big Sky Airlines is operating an 18 passenger Handley Page Jetstream, pressurized jet-prop with a three person flight crew, consisting of two pilots plus a stewardess to provide in-flight cabin service. According to Dean Sparkman, President of the airline, delivery of two more Jetstreams will be taking place, one in early November and the other in the month of December.

The Aeronautics Board has expressed a great deal of optimism in the successful future of commuter airline service in Montana and is convinced that Big Sky will play a major role in expanding air transportation for the traveling public in Montana.

PARTING THOUGHTS

By: Dale Uppinghouse
Accident Prevention Specialist

By the time you read this, I should be at my new station in Oregon. Many thanks to "Montana and the Sky" for carrying my crudely written articles. The same thanks to the Montana pilots who read them.

Since soloing a Curtis Robin at Great Falls in 1935, I have had the opportunity to fly with and observe



Big Sky Airlines' Jetstream Handley Page enroute to Kalispell from Helena.

several hundred pilots. Unfortunately, a number of those pilots are no longer with us. This serious fact brings me to the point I would like to leave with you.

If we are going to fly, we must accept certain risks: A hidden flaw in a crankshaft or prop, a fire in flight, a mid-air collision with another aircraft out of your field of vision. The odds against such catastrophic occurrences are so great that we accept them. People get hurt and killed in bath tubs, but we (pilots, anyway) continue to bathe and accept the risk.

There are, however, risks that we do not have to accept. I have in mind some risks that involve a much higher degree of catastrophic probability. These risks include taking off with a dirty or bug-spattered windshield, flying VFR into obvious deteriorating weather, etc. How about unnecessary intersection takeoffs? Cruise/climb takeoffs instead of getting up there where you could land safely if the engine quit?

Unnecessary low flight over areas where there is no possibility of a successful forced landing? The ever popular and often fatal buzzing? An aloof attitude toward aircraft maintenance can buy you the farm. These are all unnecessary risks. Who needs them?

Please avoid the unnecessary risks and when I visit Montana and ask about you, you'll still be flying.



AG PILOTS NOTE!!

On March 14, 1979, the day before the Montana Aviation Trades Association convention, an Ag recertification clinic at the Ramada Inn, Billings, will take place. This clinic will be an annual MATA sponsored program, and is approved by the Montana Department of Agriculture.

The convention in 1979 and 1980 will have the day prior to the convention set aside for this training clinic. Anyone attending both of these sessions will be re-certified under the state program without having to take the exams. If you are not certified you must take the exams. If there is a special topic or subject you would like to see covered contact Paul Newby, Andre Morris, or Wayne Turner as soon as possible.

A special note: If any applicator in the state is planning to attend NAAA or Montana Agriculture Association or any local industry sponsored courses, contact the Montana Department of Agriculture. There may be credits which are applicable for attending some of these courses which can be applied toward your recertification.

CAREER AWARENESS

By: Sam Griggs, Supervisor
Aviation & Space Education

For the past three years, school age children have been escorted around the Helena airport facilities as part of the aviation career awareness program.

As usual, a child's perception of the world, especially the aviation world, is enlightening to most adults. There were a few choice letters of thanks that I wanted to share with you which have been printed exactly as written. I hope you enjoy reading them as much as I have.

* * * * *

When I went to the airport to fly in a airplane I really liked the ride that Mr. Wilson gave us and I want to thank the Montana Aeronautics for this great field trip and I want to thank Mr. Griggs for letting us ride in a plane and I would like to thank the control tower for letting us come up and see the inside of the tower and I want to thank the CFR for practice when we were there thanks very much.

Mike O'Leary

* * * * *

I thought it worth while and I liked the ride and visit to the controll tower and joyed the time watching the c.f.r. practicing and I thank all of you for the things you done for us yesterday. And I learned how to drive a airplane all most. And I also liked the cessen a N510Na.

Signed,
Rusty

* * * * *

I lerned that a good pilot should always stop on the runway where no planes are landing or taking off and they make sure that the rudder works the prpelers ok and every thing else then thay have to have permission to taxi.

Your Friend,
Lori Zanto

* * * * *

I learned how you check some of the things on an airplane. In the tower I learned how the green light works the red works and the white one works. The green one means go, the red one means stop, and the white won means come back. The tower has three or four people in it. I learned how the computer works. When me and Lori and Colette were in the airplane we had fund. Thank you Aeronautics.

Loreen

ANTIQUE AIRPLANES IN ENNIS

The Montana Chapter of National Antique Airplane Association met at the Sportman's Lodge in Ennis on October 7 and 8. The group is composed of people who are interested in old airplanes. Ownership of an antique or having a pilot's license is not a membership requirement, although many members are pilots.

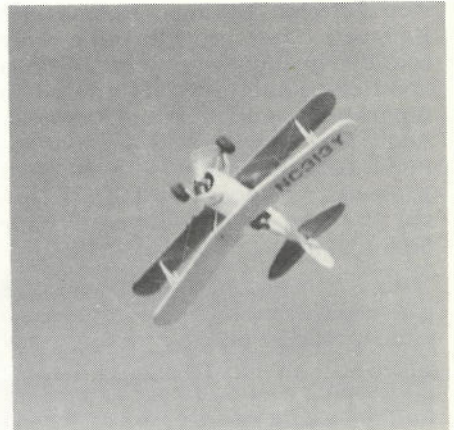
Five airplanes were flown to Ennis. These ranged from modern aircraft to an original 1932 Great Lakes Trainer flown by Al Newby, Bozeman. Al and his wife, Thelma, wore helmets and goggles to resist the wind in the open cockpit biplane. On Sunday Al flew an aerobatic airshow for those who were present. Members flew from as far away as Miles City.

Discussion at the meeting centered around the successful Fly-In in July held at Beacon Star Antique Airfield at Moore, Montana. Beacon Star is owned by the Association's president, Frank Bass. His airfield has three runways and two large hangars. Antiques from all over the United States congregated there in July.

Another major topic of discussion

was the recent National Antique Airplane Association Fly-In at Blakesburg, Iowa. Pictures were shown of both Fly-Ins.

Anyone interested in old planes — restoring them, flying them or just learning more about them — can write Pat Johnson, 1330 College Road, Helena 59601 for membership applications. The next meeting will be December 16 and 17 at the Yogo Inn of Lewistown.



Al Newbury, Belgrade, thrilling the AAA members with his aerobatic stunts.



Left to right, Frank Stoltz, Frank Bass, Ron Litton, Joyce Litton, Pat Johnson and Al Newby at the Sportsman's Lodge in Ennis during the Antique Aircraft Association meeting.



NAVIGATIONAL AIDS

By: *Gerry Burrows*
Aviation Representative

Unicom Frequencies

Remember last month when I gave you all the scoop on the new unicom frequencies? Well, after assurances from Washington, D.C. that what I had in last month's article was GOSPEL, after our office purchased a five year supply of unicom log books (which now contain the wrong information), after the purchase of crystals to accomplish the change in half-a-dozen stations, and after this "GOSPEL" information had been published, the FCC and FAA decided to change their minds.

What they decided to do is actually easier to remember as the flight service stations with unicoms will remain at 123.0 MHz and only the tower controlled airports will have to change to the new 122.95 MHz frequency. This, of course, only affects Billings, Great Falls, Helena and Missoula.

Now, if we don't have any changes by next month's article we will be in great shape.

NDB's

The Plentywood non-directional radio beacon has undergone major improvements and we believe the effective range has increased considerably.

A new rebuilt transmitter has been installed with the aid of the state communication bureau technicians, Herb Noennig, from Billings.

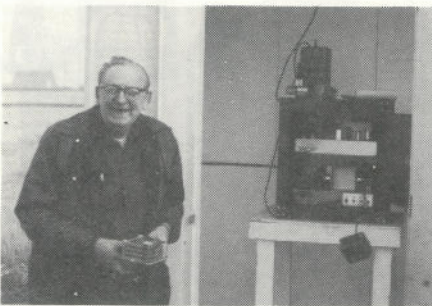
Technician Ernie Berland from Plentywood, who maintains the stations, is also looking forward to this station providing better service for

the northeastern part of Montana. We welcome any comments or observations concerning this station.

Ted Mathis and I completely refurbished the overhead antenna system and down leads to the transmitter on the 17th and 18th of October. We were able to track the system nearly to Glasgow when departing.

Unicom Logs

The new batch, as mentioned previously, is now available for distribution. Please let me know if you are getting low or if you are out and we will have one mailed to you.



Happy Herb Noennig working on the identifier for the Plentywood NDB, PWD 251 KHz.

AREA REFUGES CLOSED TO AIRCRAFT

The operation of aircraft below 1,000 feet above the ground of the landing of aircraft on the Charles M. Russell and U L Bend National Wildlife Refuges is prohibited.

This information was contained in a recent federal register publication.

Refuge Manager Larry Calvert said that low level operation of aircraft harasses wildlife, poses a safety hazard to refuge officials taking a census of wildlife by aircraft, and is incompatible with the objectives for which the refuges were established.

The areas that are closed are delineated on maps. Further information is available at the refuge headquarters in Lewistown and from the office of the Area Manager, U.S. Fish and Wildlife Service, Federal Building, 316 North 26th Street, Billings, MT 59101.

Manager Calvert indicated that several violations have occurred this fall. Visitors to the refuge are asked to report violations to any refuge employee.

YELLOWSTONE AIRPORT YEAR-ROUND FEASIBILITY STUDY

Upon the dedication of the new airport at West Yellowstone in the early summer of 1965, people were asking whether or not the airport would be open during the winter months. These questions emanated primarily from the people residing and having businesses in the Yellowstone Park area and the town of West Yellowstone. The standard reply was that as soon as traffic warrants it, the airport will be kept open. Thus now a "chicken and egg" issue developed in that the development of the traffic is impossible unless the airport is open.

Nevertheless, the winter activity of 1965 certainly cannot be compared to that of 1977, some twelve years later. With the increase in winter recreational activity throughout the nation and especially in the West Yellowstone area, it is timely that the issue of winter airport operation be studied for its feasibility.

Throughout the study the key ingredient, irrespective of its findings, will be "cooperation." The full support of the West Yellowstone Chamber of Commerce and any business benefiting from winter recreational activity such as motels, restaurants and service stations will also be necessary. Consultants will be heavily dependent upon cooperation from Frontier and Western Airlines and the fixed base operators.

The master plan is phased in two parts with Part I being the determination of feasibility and Part II being a master plan for a year-round airport. In the event Part I is negative and the determination is made that the wintertime operation would not be feasible, the master planning project would terminate and Part I would be written up as a feasibility study in itself. In the event, however, a decision is made that the wintertime operation would be feasible at some point in time and the sponsor elects to continue with the full study effort; Part II will continue on into a full, year-round airport master plan.

Funding for this study is on an 80:20 basis. The federal government will provide \$16,997 toward the study, with the local area contributing \$3,000. The state will provide \$1,249.

NOTICE TO ALL AIRCRAFT OWNERS

Montana law requires that all aircraft be registered with the Aeronautics Division of the Department of Community Affairs before March 1 of each year. Failure to do so causes the aircraft owner to be subject to a \$100.00 penalty in addition to the \$4.00 registration fee.

Application for registration, accompanied by evidence that personal property tax has been paid must be received by the Aeronautics Division before March 1 of the current calendar year.

Aircraft registration forms can be secured by writing or calling the

Aeronautics Division, P.O. Box 5178,
Helena, Montana 59601, (406) 449-
2506.

BILLINGS FSS EXPANDS COVERAGE AREA

The Billings Flight Service Station has notified us that they are commissioning a single frequency outlet (SFO) at the Wheatland County Airport, Harlowton, MT. The facility will be operating on 122.4 MHz, with a power output of 10 watts. The controlling FSS will be Billings.



CALENDAR

Nov. 21 — General Aviation Safety Clinic at Butte, Montana Power Auditorium (Montana Street) 7:30 p.m. to 9:45 p.m.

Nov. 29 — General Aviation Safety Clinic at Libby, Venture Inn, 7:30 p.m. to 9:45 p.m.

Dec. 12-14 — Aviation Mechanics Refresher Seminar (See Article).

Dec. 16 & 17 — Antique Airplane Association meeting, Yogo Inn, Lewistown. Contact Pat Johnson for further details. (406) 458-5429.

March 14 — Ag re-certification clinic, Ramada Inn, Billings.

March 15, 16 & 17 — MATA convention, Ramada Inn, Billings.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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